



## CITY OF LODI

## COUNCIL COMMUNICATION

AGENDA TITLE: Letter to U.S. representatives regarding Altamont Express Commuter Rail Service and Transit Center in Stockton.

MEETING DATE: Wednesday June 5, 1996

PREPARED BY: Kirk J. Evans, Assistant to the City Manager

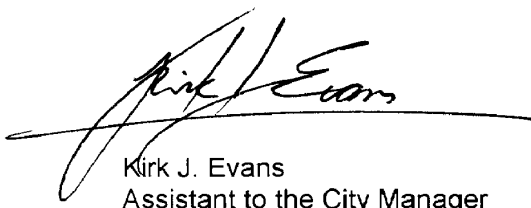
RECOMMENDED ACTION: That City Council approve a letter to Senators Boxer and Feinstein and Congressmen Pombo and Baker regarding Altamont Express Commuter Rail Service and a Transit Center in Stockton.

BACKGROUND INFORMATION: Council member Phil Pennino is Chairman of the Council of Governments. He has a comprehensive knowledge of these projects. Revenues generated by Measure K, Proposition 116, and projected passenger fares will finance roughly 75% (see attachments) of the startup costs of the Altamont Express Commuter Rail Service. The rest of the funding needed to get this project rolling, \$10 million, is being sought from federal sources through the support of representatives such as Congressman Pombo.


It should be noted Altamont Express is distinct from High Speed Rail Service for the State of California. Altamont Express Commuter Rail Service is expected to begin in 1997. It will provide service between Stockton and San Jose. If circumstances prove favourable, this service will be extended north to Lodi. The best estimate for High Speed Rail Service commencing is 2013. While it is preferred that it go through the Altamont Pass to the Bay Area, whether it does or not has no bearing on Altamont Express Commuter Rail Service.

The San Joaquin Council of Governments has asked all local jurisdictions to prepare a letter for our U.S. representatives. The attached draft from the City of Lodi with Mayor Warner's signature is submitted to City Council for consideration.

FUNDING: N/A

  
Kirk J. Evans  
Assistant to the City Manager

APPROVED: \_\_\_\_\_

  
H. Dixon Flynn -- City Manager

CITY COUNCIL

DAVID P. WARNER, Mayor  
PHILLIP A. PENNINO  
Mayor Pro Tempore  
RAY G. DAVENPORT  
STEPHEN J. MANN  
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# CITY OF LODI

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H. DIXON FLYNN  
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City Clerk  
RANDALL A. HAYS  
City Attorney

June 6, 1996

Congressman Richard Pombo  
Congressman Bill Baker  
Senator Barbara Boxer  
Senator Diane Feinstein

Dear (Senator/Congressman):

The San Joaquin County region is seeking federal funding assistance for two major transportation improvements. The City of Lodi is asking for your assistance and effort in supporting these requests.

The San Joaquin region has embarked on a very aggressive public transportation system. In the near future this transportation package includes two significant projects:

- Altamont Express Commuter Rail Project
- San Joaquin Regional Transit District Transit Center

Commuter rail transportation is a major program for this region. Federal assistance is needed to supplement local and state dollars in this effort. Local sales tax override revenues, passenger fares and private contributions will total \$18.78 million - financing 44% of the cost of this project. Requested federal funding accounts for less than one quarter of the cost of this project.

The transit center is also an important project for the metropolitan center of Stockton. This region is recommending funding of both projects totaling \$15.5 million. However, as funds may not be available for that total amount, our first priority is the Altamont Express Commuter Rail Project. After the funding request for the Altamont Express Commuter Rail Project has been fulfilled, the transit center in Stockton is endorsed for funding. We urge your support in funding these projects.

Thank you for your continued support in dealing with the future requirements of this region of California.

Sincerely,

David P. Warner  
Mayor

## **RAIL CORRIDOR SERVICE**

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**PROJECT:** Altamont Pass Rail Service Phase I 9b

**PROJECT SPONSOR:** Regional Rail Commission

**PROJECT SCOPE:**

Phase I is a two year demonstration passenger rail service over the Altamont Pass on the Union Pacific tracks. Service is proposed from Stockton, through Lathrop/Manteca, Tracy, Livermore, Pleasanton, Fremont, and Santa Clara to San Jose, and includes two commute hour round trips per weekday.

Phase I involves both capital and operating and maintenance costs. Other project related costs include Rail Negotiations, Advocacy, and Programming Planning and Management. The capital costs include track improvements, passenger platforms, and the lease/purchase of rolling stock. Operating and maintenance costs for the Phase I Altamont Rail service includes operator costs (transportation expenses, maintenance of way and structures, maintenance of equipment, miscellaneous expenses) and administration and management (insurance, station maintenance, ticketing sales/collecting, Altamont Pass Passenger Rail administration and marketing).

This project anticipates the need for five passenger platforms. One would be located to serve passengers from the Tracy area, another would be located to benefit passengers from both Lathrop and Manteca, and a third platform would be located in Stockton. Two additional platforms would be constructed outside of San Joaquin County: one in Livermore, the other in Pleasanton.

Schedule and cost information are from the Altamont Pass Passenger Rail Corridor Study--Phase II. Track improvement costs, as well as track access fees, are subject to negotiation and may change.

The information assumes that the demonstration service will begin in January, 1997, with 4 daily train trips. Initiation of service by January, 1997 is dependent on timely completion of capital improvements and negotiated agreements with other service beneficiaries on issues of operating costs being shared, service oversight and management and track usage rights.

**Related Projects:** Altamont Service Enhancements provides capital and operating support to passenger rail service in the Altamont Corridor beyond the Phase I service. Another related project titled Service Extensions provides support for planning activities related to:

- 1) Coordinating the enhancements and extensions of Intercity rail service to benefit the residents of San Joaquin County and the San Joaquin Valley
- 2) Integrating Altamont Commuter service with the State's Intercity rail services;
- 3) Extending Altamont Commuter rail service to Sacramento, Modesto and San Francisco.

## **RAIL CORRIDOR SERVICE**

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### **PROJECT COST ESTIMATES (\$1995):**

Track Improvements (Design, Preconstruction) .....	\$150,000
Track Improvements (Construction) .....	\$14,993,000
Negotiations .....	\$275,000
Operations/Maintenance .....	\$8,480,000
Rolling Stock (Lease or Purchase) .....	\$14,700,000
Platforms/Parking .....	\$1,807,000
Advocacy .....	\$355,000
Planning, Project Management .....	\$1,904,000
<i>Total Cost</i> .....	<i>\$42,664,000</i>

### **EXPECTED REVENUE SOURCES (\$1995):**

<u>Measure K for Capital</u> .....	\$8,235,000
<u>Measure K for Operation</u> .....	\$5,710,000
<u>Measure K for Advocacy</u> .....	\$224,000
<u>Measure K for Negotiations</u> .....	\$275,000
<u>Measure K for Planning &amp; Program Management</u> .....	\$1,258,000

Total Measure K .....

	\$15,702,000
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#### **Local:**

Private Sector Contributions .....	\$42,000
Fares .....	\$2,660,000

#### **State:**

Proposition 116 Altamont Commuter Rail (PUC 99644) .....	\$12,000,000
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#### **Federal:**

Congestion Mitigation & Air Quality .....	\$2,210,000
Pending Discretionary Funding Grant .....	\$10,000,000

Total Revenues .....	\$42,664,000
Shortfall .....	\$0

## **RAIL CORRIDOR SERVICE**

<b>PROJECT SCHEDULE:</b>	<u>Start Date</u>	<u>Completion Date</u>
Track design, prelim. engineering:	Oct. 1995	June 1996
Track improvements, construction:	Jul. 1996	Oct. 1997
Operations/Maintenance:	Oct. 1997	Sept. 1999*
Negotiations:	Jul. 1995	Sept. 1999*
Rolling Stock (Lease/Purchase):	Jul. 1996	June 1997
Platforms:	Feb. 1997	Oct. 1997
Advocacy:	Jan. 1994	Sept. 1999*

\* These tasks are ongoing and continue into the Measure K Rail Corridor Service Project titled: "Altamont Service Enhancements."

### **ISSUES:**

- Cash flow projections assume that demo project will begin in FY 1997-98 (October 1997), and track improvements will be needed in year prior.
- Negotiations are currently underway between the Regional Rail Commission and the Union Pacific and Southern Pacific railroads concerning the implementation of this project. Actual costs, route alignment and operating schedules are all subject to these negotiations.
- The pending merger of the Union Pacific and Southern Pacific Railroads may have a significant impact on this project. A final agreement between the Rail Commission and the railroads for implementing this service may not be reached until after the Interstate Commerce Commission (ICC) takes action on the proposed merger. ICC action may not occur until August, 1996. It is estimated that once an agreement is reached with the railroad, operations can begin within 18 months.
- The "Altamont Pass Passenger Rail Corridor Study--Phase II Report" suggests that Alameda County contribute \$3.2 million to this service. Alameda County has not made a firm commitment of funds to support this project. Until such a commitment is made, these funds are not shown. When the commitment is made, it will offset funding commitments from San Joaquin Measure K funds.

[Revised Strategic Plan Charts - May 20, 1996]

## **BUS TRANSIT PROJECTS PROPOSED AMENDMENT TO STRATEGIC PLAN**

**PROJECT:** Downtown Transit Center 49a

**PROJECT SPONSOR:** San Joaquin Regional Transit District

### **PROJECT SCOPE:**

This project includes the design, construction, and related environmental requirements for a passenger transit center in downtown Stockton and pedestrian/transit friendly street improvement along a major corridor of the Central Business District.

The project will consist of construction of a passenger waiting and bus staging area, landscaping, sidewalk improvements and passenger amenities in downtown Stockton.

It is important to distinguish between the downtown transfer center functions and those of a multimodal/rail station. While the two may be compatible, rail corridor and local bus service routes may require two separate locations. For example, the SP Depot is about seven blocks east of the primary convergence of downtown SMART bus routes.

*Related Project:* Two transfer centers are proposed for the SMART/City of Stockton service area. The Weberstown/Sherwood Mall transfer center would provide enhanced passenger waiting areas and roadway improvements to improve bus circulation for the thirteen routes serving the shopping malls.

### **PROJECT COST ESTIMATES (\$1995):**

Planning & Project Management	\$200,000
Phase 1:	
Planning Activities and Site Selection	\$125,000
Phase 2:	
Environmental Review	\$115,000
Preliminary Engineering	\$100,000
Phase 3:	
Land Acquisition	\$1,800,000
Architectural, Engineering and Construction Contractor Services	\$400,000
Phase 4:	
Construction	\$4,260,00

**BUS TRANSIT PROJECTS PROPOSED AMENDMENT TO STRATEGIC PLAN**

Total Cost \$7,000,000

**EXPECTED REVENUE SOURCES (\$1995):**

Measure K for Capital (see issues) \$1,100,000

Measure K for Planning & Procurement (20%) \$25,000

City of Stockton \$275,000

**Federal:**

Section 9 \$100,000

Section 3 \$5,500,000

Total Revenues (Capital) \$7,000,000

Total Cost \$7,000,000

Surplus/(Shortfall) \$0

**BUS TRANSIT PROJECTS PROPOSED AMENDMENT TO STRATEGIC PLAN**

<b>PROJECT SCHEDULE:</b>	<u>Start Date</u>	<u>Completion Date</u>
<b>Phase 1:</b>		
Planning Activities and Site Selection	May 1996	Sep 1996
<b>Phase 2:</b>		
Environmental Review	Sep. 1996	Dec. 1996
Preliminary Engineering	Jan. 1997	Mar. 1997
<b>Phase 3:</b>		
Land Acquisition	Feb. 1997	June 1997
A/E, Construction Contractor Services	Apr. 1997	July 1998
<b>Phase 4:</b>		
Construction	Oct. 1997	July 1998

**ISSUE:**

- SMART has proposed to change the project scope to a Downtown Transit Center. This proposal includes a request for increased Measure K allocation.